

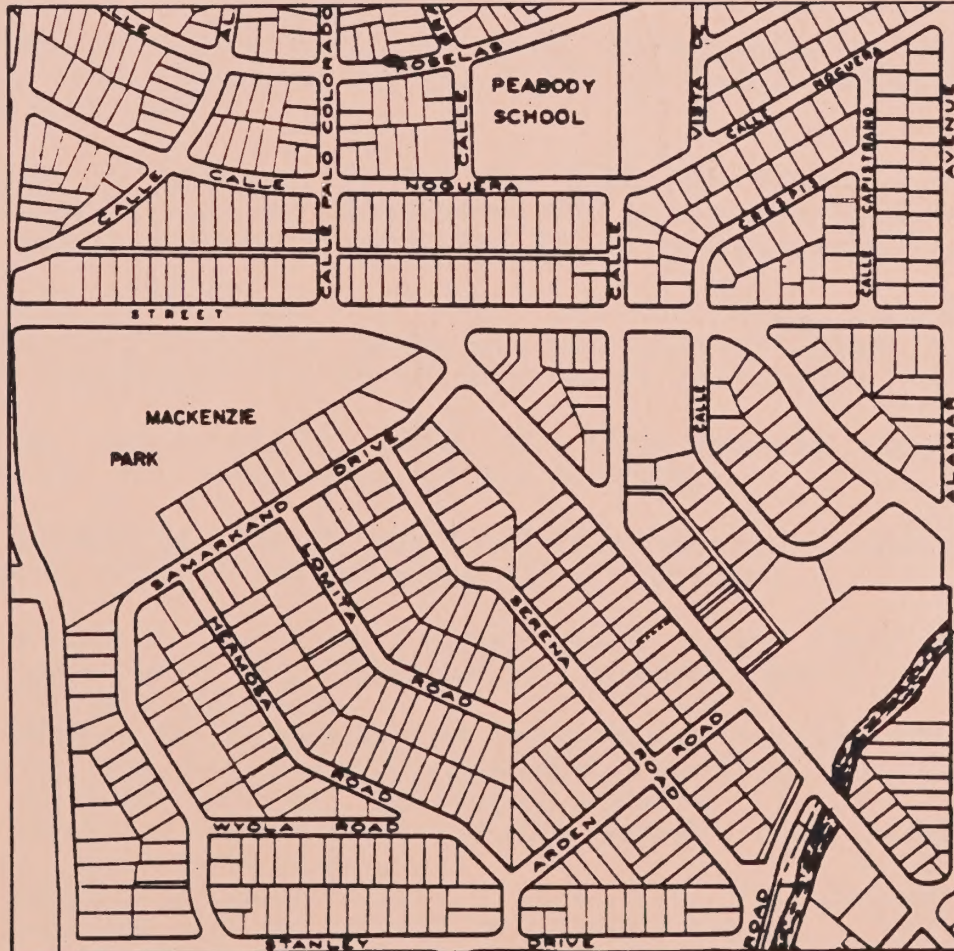
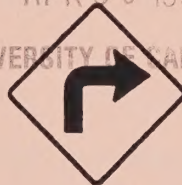
CIRCULATION ELEMENT

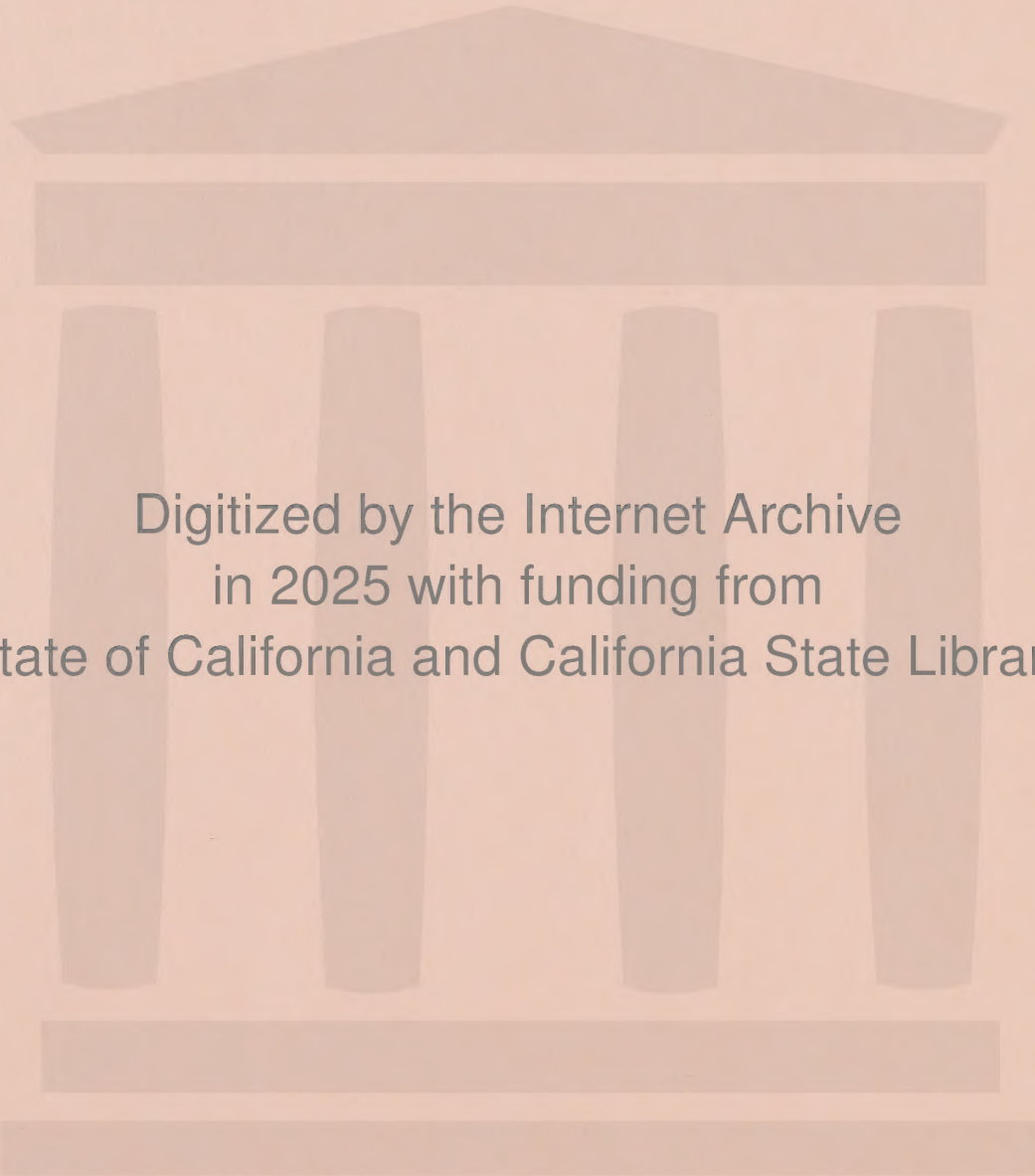
CITY OF SANTA BARBARA

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RESOLUTION NO. 88-033
A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF SANTA BARBARA
ADOPTING CERTAIN GOALS AND POLICIES OF
THE CIRCULATION ELEMENT UPDATE ON AN
INTERIM BASIS (GPA 1-88)

WHEREAS, in 1983 a Draft Circulation Element Update (CEU) was initially drafted and submitted for environmental assessment; and

WHEREAS, an Environmental Impact Report (EIR) was required (SB 79-83); and

WHEREAS, in July, 1985, the goals and policies of the CEU were revised, endorsed by the City Council and included in the EIR; and

WHEREAS, on September 26, 1986 the EIR was certified; and

WHEREAS, in November and December, 1987, Citizen's Planning Association requested that certain policies of the CEU be adopted on an interim basis; and

WHEREAS, in early February, 1988, an Addendum to the EIR was distributed which related to the Class II Carbon Monoxide impact and Policy 1.3; and

WHEREAS, on February 11 and 18, 1988, the Planning Commission held public hearings and considered the goals and policies of the CEU which are proposed for adoption on an interim basis; and

WHEREAS, on February 18, 1988, the Commission recommended to the City Council that the goals and policies outlined in Planning Commission Resolution 011-88 be adopted on an interim basis; and

WHEREAS, on March 15, 1988, the City Council held a public hearing on the CEU Interim Goals and Policies.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Santa Barbara hereby resolves as follows:

1. States for the record that they have read and considered the Circulation Element Update EIR (SB-79-83) and Addendum.
2. Adopts the Statement of Overriding Consideration adopted by the Planning Commission relating to unavoidable traffic, parking and visual impacts;
3. Adopts the CEU text and the overall Goal Statement on an interim basis;
4. Adopts Policies 1.3, 1.5, 1.6, 1.9, 2.1 through 2.5, 3.1 through 3.5 and 4.3 on an interim basis;
5. Adopts Implementing Strategies 1.6-1, 1.6-2 and 1.6-3 on an interim basis;
6. Initiates an interim Zoning Ordinance amendment requiring all projects, including changes in use, to provide adequate parking.

Adopted March 15, 1988

MAR 15 1988 #27

INTERIM
CIRCULATION ELEMENT UPDATE
CITY OF SANTA BARBARA GENERAL PLAN

Prepared By:

COMMUNITY DEVELOPMENT DEPARTMENT

PLANNING DIVISION

and

PUBLIC WORKS DEPARTMENT

TRANSPORTATION SECTION

MARCH 15, 1988

GPA 1-88 (Revised Text)
(Was GPA 1-83)

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1. INTRODUCTION

1.1 BACKGROUND

The street system in central Santa Barbara was designed to carry horse and buggy traffic of the mid-1800s. The streets form a standard grid, with 60-foot rights-of-way intersected at 510-foot intervals. Over the past century, the City of Santa Barbara has widened and signalized streets, enabling many to carry major traffic loads. The street system now comprises 7 miles of free-way, 15 miles of state highway, and 200 miles of paved City streets. In 1986 traffic volumes on City streets ranged from less than 100 vehicles per day to more than 32,000 vehicles per day, and volumes on U.S. 101 within the City limits ranged from 65,000 to 101,000 vehicles daily.

Santa Barbara's growth, from the 1950s to the late 1970s, occurred largely in the outlying areas. A major regional shopping center on La Cumbre Road spurred retail and office growth along the Outer State Street corridor, and residential growth accelerated in the Mesa and Outer State Street neighborhoods. At the same time, major residential and industrial growth occurred in the adjacent Goleta Valley, in accord with a nationwide trend toward suburbanization. In the 1970s, water shortages in outlying Goleta Valley and Montecito led to water hook-up moratoria in those areas; as a result, considerable growth was channeled to the City because of its available water supply. To prevent overcrowding, the City Council amended the General Plan in 1975, tying the City's residential holding capacity to infrastructure constraints and quality of life considerations.

The City Council adopted the Circulation Element in 1964, along with the City's first General Plan. The Element was amended in 1971 to reflect the recommendations of the Citizens General Plan Goals Committee; the Outer State Street improvement project spurred further amendment in 1979. Since 1979, the City Council has authorized several parking and transportation studies to explore major issues facing the community; these include the Waterfront Area Transportation Study (WATS, which was incorporated into the Local Coastal Plan), Outer State Street Traffic Study, Bikeway Master Plan and update, Transportation Management Plan (TMP), Downtown Retail Expansion Traffic and Parking Study (DRETPS), the Downtown Retail Expansion Cumulative Environmental Impact Report, the Outer State Street Area Cumulative Traffic and Air Quality Environmental Impact Report, and traffic studies prepared as part of environmental impact reports for major projects. Several revisions were made to the circulation system to reflect existing conditions when the General Plan map was reprinted in 1986.

During development of the major studies mentioned above, the City Council invited citizen participation. In some studies (including DRETPS and Outer State Street), citizen task forces reviewed technical information and recommended policies to the City Council. All studies and committee recommendations have identified short and long-range plans and improvements for mitigating transportation problems. The component lacking has

been the coordination of these strategies into a policy framework that provides a consistent direction for transportation planning in the City of Santa Barbara; this revision of the Circulation Element should provide that framework.

1.2 APPROACH AND PURPOSE

The Circulation Element must be updated in order to reflect existing traffic conditions and incorporate solutions for current and potential problems. Although the community goals have not changed substantially since the Element's adoption, the method of attaining those goals has changed as a result of new information gathered during the course of recent traffic studies. Data from previous and ongoing studies are necessary to develop policy.

Therefore, this Circulation Element comprises two parts:

(1) a policy document that outlines both background information and goals, policies and implementation strategies; and (2) a technical appendix (under separate cover) that includes data used as a basis for goal and policy formation. The policy discussion contains four subject areas: (1) the street circulation system, (2) parking, (3) alternatives to the automobile, and (4) safety.

The conclusions and recommendations contained in the text have been extracted from several existing documents, most notably the draft Streets and Highways Master Plan, the draft Bicycle Master Plan, the Circulation Element Technical Appendix, the Local Coastal Plan, and the Scenic Highways Element of the General Plan. In effect, the Circulation Element summarizes the technical information contained in the above reports and other documents listed in the Technical Appendix.

1.3 LEGISLATIVE AUTHORITY

Mandated as part of the General Plan, the Circulation Element serves as the City's guide in making decisions for public and private improvements of the traffic system. The basic goal of this Element is as follows:

All future transportation programs shall be geared toward providing a coordinated, congestion-free, safe, convenient and aesthetically pleasing circulation system for the movement of people and goods. To accomplish this overall goal and avoid additional congestion of streets caused by increases in traffic, emphasis shall be placed on alternative transportation modes and efforts to use more efficiently the existing facilities through street improvements.

The purpose of this Element is to establish policies that reflect the desires of the community and respond to the uniqueness of Santa Barbara and its resources. This Element, once adopted, would replace the existing Circulation Element.

Specific authority for this Element of the General Plan appears in California Government Code Section 65302(b), which states:

A circulation element consists of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.

Section 65303 of the Government Code provides for optional elements which may include the following elements pertaining to transportation planning:

The circulation element provided for in subdivision (b) of Section 65302 may also include some recommendations concerning parking facilities and building setback lines and the delineations of such systems on the land; a system of street naming, house and building numbering; and such other matters as may be related to the improvement of circulation of traffic.

[The circulation element may include] a transportation element showing a comprehensive transportation system, including locations of rights-of-way, terminals, viaducts, and grade separations. This element of the plan may also include port, harbor, aviation and related facilities.

[The circulation element may include] a transit element showing a proposed system of transit lines, including rapid transit, streetcar, motor coach and trolley coach lines, and related facilities.

1.4 RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS AND OTHER CITY DOCUMENTS

The Circulation Element relates most closely to the Land Use, Housing, Noise, Scenic Highway, Parks and Recreation, and Open Space Elements. In addition, the City's Redevelopment Plan and Local Coastal Plan contain provisions regarding transportation.

1.4.1 Land Use Element

The Land Use Element outlines a system of compatible and appropriate land uses that provides a suitable balance between housing and commercial activity. The designation and density of development of commercial, industrial, residential and public uses in the Land Use Element provides the primary instrument for designing street systems for movement of people and goods through and around the City. In order to mitigate traffic intensity so that street system operation will be consistent with community goals, commercial development intensity, in particular, must be correlated to traffic generation.

The Land Use Element touches on traffic issues in several areas of the City where development is occurring. For example, mitigation of traffic congestion in the Outer State Street area requires

extensions of Hope Avenue and Hitchcock Way, as well as new U.S. Highway 101 on/off ramps at Hope Avenue. Development of the El Presidio de Santa Barbara State Historic Park may ultimately require rerouting traffic in the Downtown area, although street closures are not a part of the recently adopted El Presidio General Plan. Finally, there has been some discussion of closing the Downtown State Street Plaza to automobile traffic, a move that some feel may harm the economic viability of the area.

1.4.2 Housing Element

The Housing Element's goal is to ensure an adequate, safe and affordable housing supply for residents of the City of Santa Barbara. Policies of the Housing Element discourage displacement of existing housing. The Circulation Element's recommendations for transportation improvement projects, including the Crosstown Freeway, would not displace housing; in fact, street improvements are directed toward preserving residential neighborhoods. Development of projects with mixed residential and commercial uses generate less traffic and create less parking demand than single-use projects of the same size. In accord with the mixed-use incentive package cited in the Housing Element, parking requirements have been reduced and alternate transportation incentives encouraged for mixed-use projects.

1.4.3 Noise Element

The Noise Element attempts to further the goal of creating an acceptably quiet environment for residents of and visitors to the City. Street widenings and freeway improvements either increase or reduce noise levels depending on the nature of the traffic project. For example, designation and use of new arterial streets will increase noise along those corridors as more vehicles travel at faster speeds; however, such a designation may reduce congestion on nearby local streets, thereby reducing noise levels.

1.4.4 Scenic Highways Element

The Scenic Highways Element seeks to establish and protect scenic corridors for the enjoyment of the City's residents and visitors. The California State Scenic Highways Commission designates scenic highway status after a local jurisdiction adopts land use controls and Caltrans establishes design and maintenance standards to ensure the scenic appearance of the highway corridor. As of the end of 1987, State Highway 154, known as San Marcos Pass Road, is the only designated scenic highway in the City. The Scenic Highways Element outlines potential future designations (Figure 1); any improvements necessary to accomplish the goals of this Element must be coordinated with scenic considerations.

A description of potential scenic highways follows. Note that the last two are not state highways and therefore fall under the jurisdiction of the City.

Cabrillo Boulevard (225) from U.S. Highway 101 to Castillo Street.

Sycamore Canyon Road (144) from eastern City limits to Alameda Padre Serra; Stanwood Drive to Mission Ridge Road (192); Mission Ridge Road to its intersection with Mountain Drive.

Foothill Road (192) from Mountain Drive to San Marcos Pass.

Mountain Drive from easterly City limits to the Old Mission on Los Olivos Street.

Shoreline Drive from Castillo Street to the western end of Shoreline Park.

1.4.5 Parks And Recreation Element

The Parks and Recreation Element, in addition to discussing local parklands and facilities, designates recreation and transportation bikeways. Recreation bikeways are oriented toward areas of scenic interest such as the Old Mission, Museum of Natural History, Rocky Nook Park, and the shoreline, harbor and beach; these bikeways are intended to be separate from automobile and pedestrian traffic. On the other hand, transportation bikeways are part of the circulation network and generally use existing public streets. The Element recommends establishing major transportation bikeways through the center of the community as shown in Figure 5 (page 22).

1.4.6 Open Space Element

The Open Space Element intends to preserve and protect open space for the recreation and visual refreshment it provides to residents of the urban area. In regard to City circulation, the Element recommends improving shoreline access and acquiring the necessary rights-of-way to accomplish this purpose. In addition, the Element designates the freeway as open space, recommending that development within its corridor be consistent with this classification.

1.4.7 Redevelopment Plan

The Central City Redevelopment Plan's (CCRP) goal is to improve the economic health of the City's Downtown and Waterfront areas. The CCRP identifies several transportation projects to further this goal, including completion of the U.S. 101 freeway (Crosstown Freeway) and development of a transportation center in the lower State Street area to centralize train, bus, shuttle and automobile rental services. Other measures outlined in the CCRP EIR include enhancement of pedestrian and bicycle facilities, public parking facility expansion, and several street modifications.

1.4.8 Local Coastal Plan

The Local Coastal Plan (LCP) outlines policies to protect the Santa Barbara coastline. The Plan discusses transportation issues and outlines policies that arise from the Waterfront Area Transportation Study (WATS), a comprehensive survey of parking and circulation in that area. WATS indicates that the area has limited capacity to accommodate traffic pending completion of the

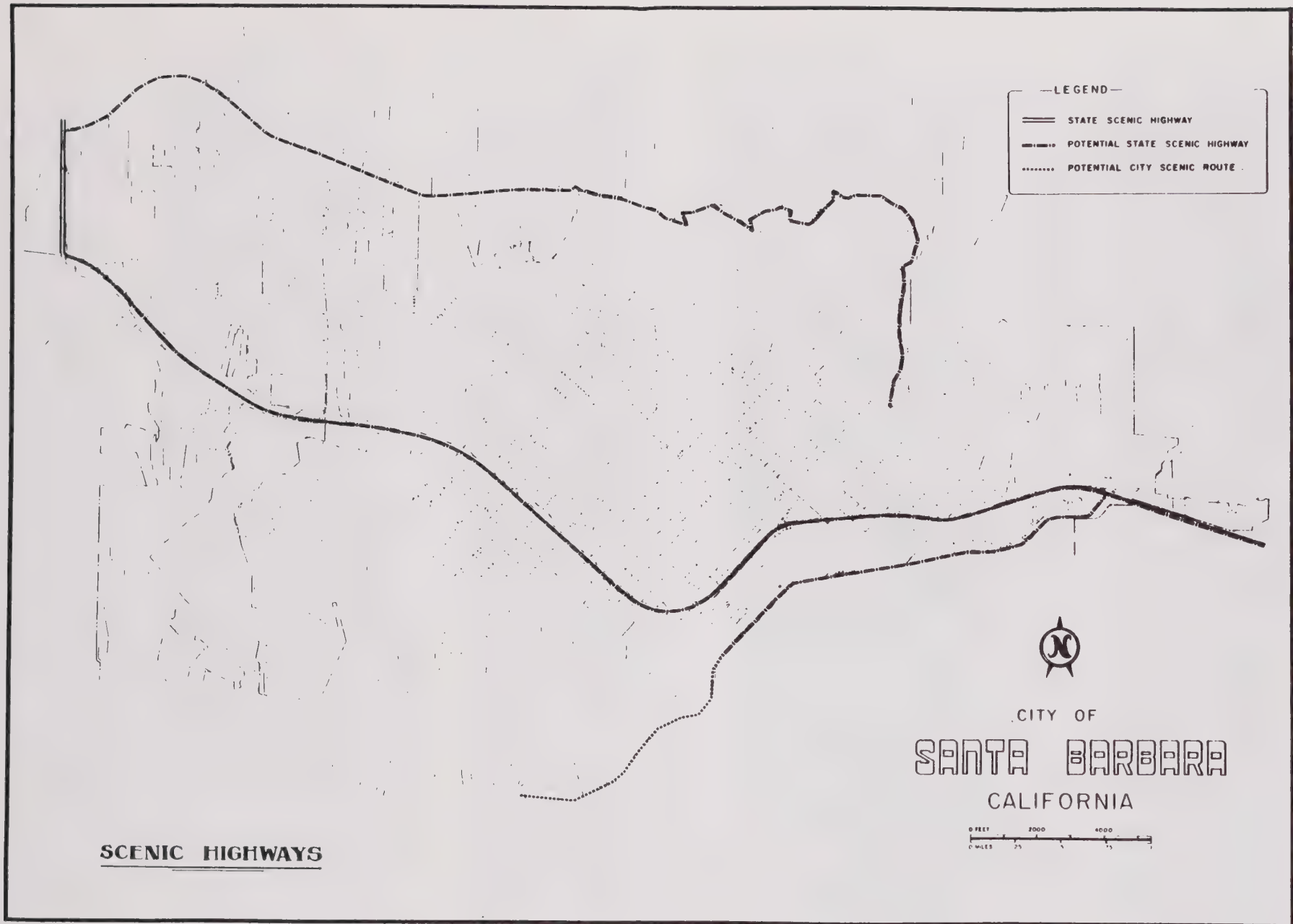


FIGURE 1

Crosstown Freeway. Recommendations include street improvements, residential parking permits, public parking facilities, and improvements to alternate transportation systems. These latter improvements entail development of a shuttle bus system, improved bus service, implementation of the Bikeway Master Plan, pedestrian amenities, and car pooling incentives.

At the writing of the LCP, the Crosstown Freeway Plan included relocation of the Southern Pacific Railroad adjacent to the freeway corridor; however, the City Council has since endorsed a plan that does not require railroad relocation. The current Crosstown Freeway Plan will leave the railroad in its present location and add on/off ramps at Garden Street with an underpass at State Street. In light of this change in policy, the LCP should be amended to discuss this issue.

Policy 1.3 of the LCP states that where there is any conflict between the General Plan and the LCP Land Use Plan, the policy which is more protective of the environment takes precedence. The LCP policies were reviewed and considered in drafting this Element.

2. STREET CIRCULATION SYSTEM

This section of the Circulation Element discusses physical considerations of street circulation. The chapter includes a functional classification system, outlines priorities for improvement projects, and discusses impediments to traffic flow.

2.1 STREET CLASSIFICATION SYSTEM

Santa Barbara has adopted the street classification system used by the Institute of Transportation Engineers. Descriptions of these classifications follow; Figure 2 displays the street network of the City.

2.1.1 Freeways

Freeways are divided highways with total access control; grade separation prevents all conflicting movements and there is no on-street parking. Freeways have 100 feet or more of right-of-way and two or more travel lanes in each direction. Typical traffic volumes are greater than 25,000 vehicles per day; freeways generally carry between 25% and 30% of the City's traffic.

2.1.2 Primary Arterials

Primary arterials are principal urban thoroughfares, where geometric design and traffic control measures expedite traffic movement. Access to adjacent properties is restricted and on-street parking is limited. Primary arterials exist on 84- to 110-foot rights-of-way, with two to three travel lanes in each direction. Typical traffic volumes range from 10,000 to 35,000 vehicles per day; 30% to 40% of the City's traffic travels on primary arterials.

2.1.3 Minor Arterials

Minor arterials perform as primary arterials in a limited geographical area or with a smaller percentage of through trips. There is increased access to adjacent properties and on-street parking. Minor arterials exist on 60-to 84-foot rights-of-way, with one or two travel lanes in each direction. Typical traffic volumes range from 4,000 to 15,000 vehicles per day; 20% to 25% of the City's traffic travels on the minor arterial and collector system.

2.1.4 Collector Streets

Collector streets serve traffic movements in a defined geographic area of the City, connecting to arterials and freeways. There are few through trips; most traffic uses collectors to move from a lower order street to a higher order street. Curbside parking is generally allowed and adjacent properties have almost total access to the street. Collectors have one travel lane in each direction on a 50- to 70-foot right-of-way. Traffic volumes range from 1,000 to 9,000 vehicles per day; 20% to 25% of the City's traffic uses the combined collector/minor arterial system.

CIRCULATION ELEMENT STREET CLASSIFICATION



FIGURE 2

2.1.5 Local Streets

A local street's sole function is to provide access to the immediately adjacent land. Curbside parking is generally available. Local streets are occasionally one-way, but they usually have one travel lane in each direction on a 50-foot right-of-way.

2.2 LEVELS OF SERVICE

The City of uses Levels of Service (LOS) to describe operating conditions at signalized intersections. These LOS are expressed in terms of volume to capacity (V/C) ratios as described in Table 1. The policies contained in this Element state that it is the City's goal to not exceed LOS C ($V/C=0.80$) Citywide, and LOS D ($V/C=0.90$) at Caltrans and Outer State Street intersections. For the purposes of environmental assessment, however, LOS C and V/C ratio of 0.77 are the "threshold" against which traffic impacts of new developments are measured. On a project-specific level, if a new development is projected to cause an intersection to exceed a V/C of 0.77, a significant impact could occur and an environmental impact report (EIR) must be prepared. If the intersection already exceeds the threshold, then a project-specific impact results when the project increases the V/C ratio by 0.01 (1%) or more. On the cumulative level, if a project, with or without other projects, causes an intersection to exceed 0.77 or contributes traffic to an intersection which already exceeds 0.77, an EIR must be prepared. The environmental threshold is lower than what the policy requires in order to establish a "buffer". This buffer allows the City to respond to potential problems before they exceed City goals.

TABLE 1
INTERSECTION LEVELS OF SERVICE

<u>LOS^A</u>	<u>V/C^B</u>	<u>DEFINITION</u>
"A"	0.60	Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
"B"	0.60-0.70	Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
"C"	0.70-0.80	Conditions of stable flow, delays are low to moderate, full use of peak direction signal phases(s) is experienced.
"D"	0.80-0.90	Conditions approaching unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
"E"	0.90	Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
"F"		Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal.

^A = Level of Service

^B = Volume to Capacity Ratio

2.3 MAJOR STREET IMPROVEMENT PROJECTS AND PRIORITIES

Proposed additions to the street system and major improvements to existing facilities appear in Figure 3 and Tables 2 and 3. Priorities for these projects are defined as follows:

Priority 1 - Projects of an immediate nature. Construction would substantially improve the circulation system or alleviate an existing critical constraint. Primary emphasis is on projects that would accommodate the greatest number of vehicles or mitigate significant adverse impacts identified in EIRs. Unless the City Council determines otherwise, priority 1 projects must begin prior to construction of other major improvements.

Priority 2 - Construction would alleviate an anticipated circulation constraint or substantially improve the City's circulation system. Primary emphasis is on projects to improve through traffic movement or movement between geographical areas of the City. Priority 2 projects should be completed prior to construction of priority 3 projects.

Priority 3 - Construction would improve conditions at specific locations or between specific attractions. Priority 3 projects include those that would improve through traffic movement but are not critical.

2.4 IMPEDIMENTS TO TRAFFIC FLOW

Various physical factors impede or facilitate the safe and efficient flow of traffic on any street system; among these are street width, on-street parking, intersection configuration, and driveway access. The following discussion describes physical or regulatory solutions to enhance safety and traffic flow.

2.4.1 Street Width

The control of street width is the least flexible method available to the City to increase capacity and safety. Widening a street is costly, time-consuming, environmentally disruptive and may have aesthetic impacts; such a project should be undertaken only when other methods will not resolve the problem.

2.4.2 On-Street Parking

The most serious side effect associated with the convenience of on-street parking is an increase in accidents. Parking maneuvers or parked vehicles are involved in 53% of all mid-block accidents, and a significant number of intersection accidents occur where parked vehicles obstruct driver visibility.

Onstreet parking also reduces a street's carrying capacity by assigning a vehicle storage function to traffic flow lanes. In addition, the physical act of backing into a parking space stops or slows traffic in the travel lane, further decreasing the carrying capacity of the street.

Parking removal, therefore, is a prime method of improving safety and increasing carrying capacity on arterial streets. This is especially true where traffic congestion is severe and street widening is not warranted or feasible. Streets slated for future parking removal, if necessary, are shown in Figure 4.

2.4.3 Intersection Geometrics

The presence of turning lanes at intersections significantly improves the intersection's ability to carry traffic because through traffic is not forced to wait behind a turning vehicle. Whenever possible, turning lanes will be installed at intersections to improve capacity and reduce accidents caused by conflicting movements. The City has some opportunity to require such improvements as a condition of approval for proposed development in the vicinity of the intersection.

2.4.4 Curb Returns

The larger the radius of the curb return at an intersection, the easier it is for a vehicle to make a right turn. Where the curb return has a radius of less than 12 feet, drivers experience difficulty making a right turn without encroaching into an adjacent lane. Encroachment into adjacent lanes reduces efficient traffic flow and increases the number of accidents at intersections.

2.4.5 Driveway Access

Driveways impede the safety of a street by precipitating accidents where there is not sufficient stopping distance for approaching vehicles. In addition, driveway access reduces the capacity of a street; as a motorist slows to enter a driveway, following traffic is also forced to slow.

SUMMARY OF CHANGES TO THE CIRCULATION SYSTEM MAP

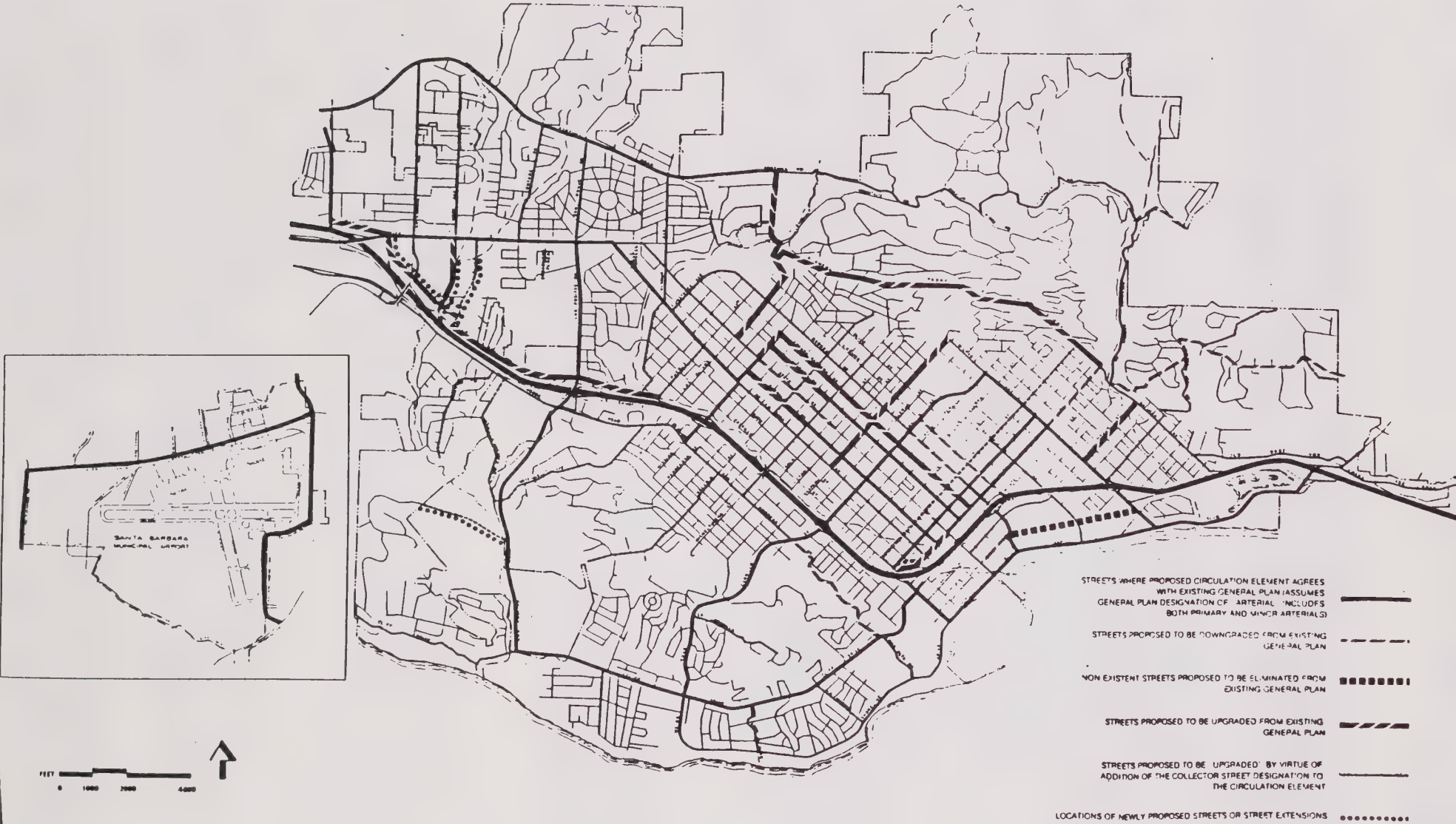


FIGURE 3

TABLE 2

STREET EXTENSIONS OR CONSTRUCTION

PRIORITY ^A	STREET	PROJECT
1	GARDEN ST.	Extend Garden Street south from U.S. 101 to connect with Santa Barbara Street north of the Southern Pacific railroad tracks. To be completed with the construction of the Crosstown Freeway Plan or when private development occurs south of Yanonali Street.
1	HOPE AVE.	Extend Hope Avenue south to Calle Real. Project will require construction of a bridge over Arroyo Burro Creek. Project completed in 1987.
1	SALSIPUEDES ST.	Extend Salsipuedes Street south to Cabrillo Boulevard.
1	HITCHCOCK WAY	Extend Hitchcock Way south to Calle Real. Project began in 1987.
2	CALLE REAL	Extend Calle Real west to State Street.
2	YANONALI ST.	Extend Yanonali Street east to Salsipuedes Street at Mason Street. Requires construction of a bridge over the central drainage channel. This project will automatically be granted Priority 1 status if development of the property on both sides of Yanonali Street between Garden Street and the central drainage channel occurs.
3	CARRILLO ST.	Extend East Carrillo Street south to Canon Perdido Street at Nopal Street.
3	BRAEMAR RANCH	Construction of extensions for three streets to provide secondary access to the Campanil Hills and Braemar areas; should be undertaken when subdivision of the area occurs.

^A - Definition of priorities on page 12.

TABLE 3

MAJOR IMPROVEMENT PROJECTS

<u>PRIORITY^A</u>	<u>STREET</u>	<u>PROJECT</u>
1	OUTER STATE ST.	Widen for bus pockets and turning lanes; upgrade the signal system from Las Positas Road to Calle Real.
1	U.S. HIGHWAY 101	Construct Crosstown Freeway, including all local street improvements. Widen freeway within City limits to six travel lanes.
1	CARRILLO ST.	Remove parking and widen Carrillo Street from U.S. 101 to Santa Barbara Street; remove parking on connecting streets as needed to improve intersection capacity. Install protected turn phases as needed.
1	MISSION ST.	Widen Mission Street four feet on each side and remove all parking, from U.S. 101 to State Street. Realign intersection at De La Vina Street. New signals added at Bath and Castillo Streets in 1987.
1	HALEY ST./ GUTIERREZ ST.	Convert Haley Street to one-way eastbound traffic and Gutierrez Street to one-way westbound traffic from U.S. 101 to Milpas Street.
1	LA CUMBRE/ U.S. HIGHWAY 101	Improve interchange and connecting surface streets, relocating ramps and signalizing as needed.
2	MISSION ST./ MODOC RD.	Realign intersection and signalize.
2	CARRILLO ST.	Widen as needed to 56 feet from San Andres to La Coronilla.
2	SALSIPUEDES ST.	Install curbs, gutters and sidewalks from Mason Street to Cota Street.
3	COAST VILLAGE RD./HOT SPRINGS RD.	Realign intersection and signalize.
3	LOMA ALTA RD.	Widen and/or improve Loma Alta, including bike lanes if feasible, from Canon Perdido Street to Coronel Place.
3	STATE ST.	Construct landscaped median island, with cross-traffic permitted only at intersections, from Cabrillo Boulevard to Gutierrez Street and from Victoria Street to Mission Street.

^A - Definition of priorities on page 12.

LOCATION OF POTENTIAL ON STREET PARKING
REMOVALS

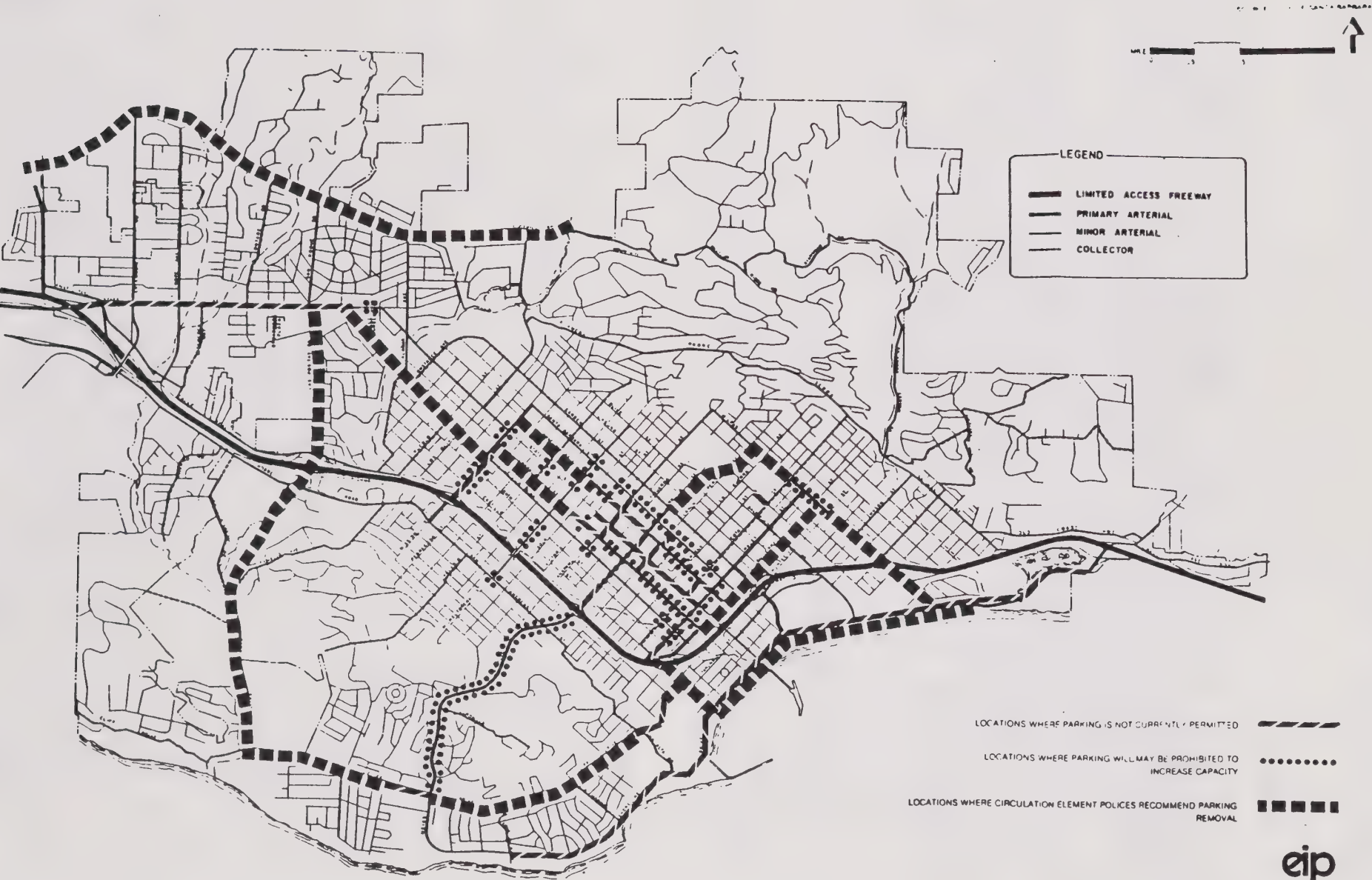


FIGURE 4

3. PARKING

As noted in the previous section, onstreet parking tends to impede traffic flow and reduce safety. Offstreet parking indirectly contributes to a safe and efficient street system by alleviating the need for onstreet parking. Under ideal circumstances, all necessary parking would be accommodated offstreet; regulations and policies, therefore, should proceed toward that goal.

The City has established offstreet parking requirements based upon anticipated need and increased use of alternative transportation modes. Offstreet parking should maximize use of existing land area while minimizing driveways. Onstreet parking should be removed as offstreet spaces are developed. Some vacant land within the City is proposed for development that will not occur for many years; ordinances should be implemented to allow use of such sites as temporary parking facilities while they remain vacant.

3.1 PARKING REQUIREMENTS AND DESIGN STANDARDS

The Parking Ordinance and the Parking Design Standards represent City policy regarding parking. The Parking Ordinance establishes parking requirements for all new projects, including change of use projects. The Parking Design Standards provide technical input on parking lot design.

3.1.1. Parking Ordinance

In 1979, the City Council began to address the inadequacy of parking requirements applied City-wide. Demand for parking spaces exceeded the amount provided offstreet under the standards of one space for every 500 square feet of commercial floor area; this excess demand increased the need for onstreet parking and subsequently increased congestion. The City's Master Environmental Assessment outlined "parking deficit" areas encompassing major portions of the City. In 1980, the Council adopted a revised ordinance that generally doubled the number of parking spaces required to accompany commercial development; the ordinance further required one bicycle parking space for every seven automobile spaces. At the same time, the ordinance reduced the number of required spaces for uses that generate less demand, such as warehouses and storage buildings, while it increased the requirement for uses which generate greater demand, such as restaurants.

At the same time that the Council moved to provide sufficient parking throughout the City, the Council also wanted to discourage excessive automobile use in the Downtown. The Council believed that limiting the amount of parking Downtown would encourage people to use alternate transportation modes such as public transit, walking, bicycles and carpools. Therefore, the revised Parking Ordinance maintained the old standard of one parking space per 500 square feet of commercial development for projects in the Central Business District.

3.1.2 Change Of Use

All new development must conform to the requirements of the Parking Ordinance. In addition, when an existing building undergoes a change of use which requires more parking, the difference between the required parking for the previous use and that required for the new use must be added to whatever parking already exists, if any. For example, warehouses are not required to provide very many parking spaces. If the warehouse is converted to office space, the new owner must provide additional parking spaces to meet the difference between the two requirements. If no parking or less than the presently required parking exists, this will result in providing that difference, but will not make up for the previous shortage. This can cause problems in areas where parking is already insufficient.

One policy proposed herein requires that the current parking requirements be met when a change of use is proposed, regardless of the number of parking spaces currently provided. This policy may create a problem with older buildings where little or no parking was required when they were originally built. Implementation of this policy will, however, help alleviate parking shortages in areas where parking is currently deficient.

3.1.3 Parking Design Standards

The City has also revised design standards for parking spaces in recent years to allow compact car spaces and reduced stall and aisle widths. At the same time, the standards require increased sizes for suitably located stalls for handicapped drivers and passengers.

3.2 Public Parking

To compensate for limited parking Downtown, the Transportation Management Plan (TMP) calls for development of employee parking lots on the periphery of the Downtown area, with a shuttle system to take employees to their work places. This system has been implemented and is undergoing expansion at the time of this writing. The shuttle currently serves two parking lots, at Castillo/Carrillo and at Cota/Santa Barbara, bringing employees from those lots to the Central Business District during the morning and afternoon weekday peak hours. The peripheral parking lots cost two-thirds less to park in than the Downtown lots, and car poolers park for free. (For further discussion of the shuttle, refer to Section 4.4 of this Element.)

In addition to the commuter lots, ten parking facilities Downtown, with a total of nearly 1,800 stalls, were funded by special assessment parking district fees. An eleventh facility has recently opened and a twelfth is in the planning stages. Some of the existing lots are scheduled for decking to increase their capacity. The City also provides stalls for bicycle parking in these facilities as well as bicycle racks on downtown sidewalks. The City has considered plans to extend the boundaries of the public parking program south of the existing Parking District No. 3 to the freeway, construct decked parking on Public Parking Lot

#4 and revise the Zones of Benefit. This project was dropped in late 1987; however, some elements of the project may be reconsidered at a later date. A parking district in the Waterfront area is also a possibility. The area to the east of State Street is underdeveloped and parking is an important consideration for future redevelopment of that area.

3.3 RESIDENTIAL PARKING PROGRAM

Residential areas are located only two or three blocks from the Central Business District. In the past, Downtown employees parked all day for free on residential streets, making it difficult for residents to park near their homes. To alleviate this problem, the City implemented 90-minute parking limits on some residential streets in the Downtown. For a nominal fee, residents purchase yearly permits that exempt their cars from the 90-minute limits. This program has also been instituted in the Waterfront which has similar parking problems, particularly during the summer months.

4. ALTERNATIVE TRANSPORTATION MODES

One of the City's goals is to decrease automobile traffic congestion, especially on Downtown streets and in the Outer State Street Area. Given an increasing population base, it appears that the only way to decrease automobile use overall is to encourage alternative transportation modes. The most viable intra-city transportation may often be the simplest: walking or bicycling. In addition, a downtown shuttle and public buses can expedite local trips. Regional buses, airplanes and trains provide long-distance automobile alternatives.

4.1 PUBLIC TRANSIT

The Santa Barbara Metropolitan Transit District (MTD), operating more than 20 separate bus lines, is the major provider of public transit within the community. Within the City limits, MTD bus lines serve all major employers, retail centers, recreational areas, institutional facilities, and residential areas. Pursuant to Federal and State requirements, MTD has converted two-thirds of its buses to accommodate handicapped passengers; until all vehicles are equipped with wheelchair ramps, MTD will continue to subsidize Easy-Lift. Easy-Lift is a privately run door-to-door van service for handicapped passengers.

MTD is expanding its commute service by adding express buses and routes that emphasize home-to-work connections. MTD has an agreement with the University of California that allows students to ride for free by showing their current registration cards. Students pay an additional \$5 with their registration fees for this privilege. MTD believes that the 5% ridership increase over the past year is largely due to increased student patronage.

4.2 BICYCLE FACILITIES

The City of Santa Barbara is ideally suited for bicycling. The climate, relatively flat terrain in the central portions of the City, and traditionally short commuting trips combine to make the bicycle an attractive alternative to the automobile.

Since 1974, the City has implemented programs to encourage bicycling in the community; most recently, the City's revised Parking Ordinance requires bicycle parking for new development at a ratio of one bicycle space for every seven auto spaces. In addition, the Environmental Review Committee and Planning Commission consider requiring bicycle facilities (showers, bike lockers and proper security) for proposed developments on a project-by-project basis. This Circulation Element promotes development of an extensive commuter bikeway system to encourage bicycle use as a primary means of travel within the City; increased commuting by bicycle can significantly reduce the number of vehicles on the City street system.

Detailed plans and recommendations to enhance bicycle travel are contained in the 1982 Bicycle Facilities Master Plan. Existing and proposed bike lanes appear in Figure'5.

EXISTING BICYCLE FACILITIES



FIGURE 5

The City can reduce construction costs for bike lanes by constructing them at the curbside rather than offstreet; however, off-street bikeways are generally safer if they are properly maintained. In addition, offstreet bikeways can be built in public spaces such as creekside paths, existing parks and open spaces, thereby providing an opportunity to link recreation areas with bikeway systems.

4.3 PEDESTRIAN FACILITIES AND PASEOS

Walking is ideal for the short trip in Santa Barbara, where the climate and pedestrian amenities make walking an enjoyable experience. Many paseos, or pedestrian walkways, provide access to open plazas, courtyards, cafes and shops. Figure 6 shows the existing paseo system. Pedestrian and equestrian trails are shown in Figure 7.

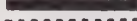

Traditionally, paseos have been an important means of circulation in the Downtown. Their pedestrian orientation promotes human scale within the Downtown area, provides a pleasant experience for the user, and separates automobiles from pedestrians. Property owners, recognizing that paseos are important to customer convenience and aesthetic compatibility, began building the paseo system in the 1920s. The City has also contributed by developing public parking facilities and connecting them by paseo to the State Street Plaza. The City considers paseos essential elements in the Downtown area and encourages their further development.

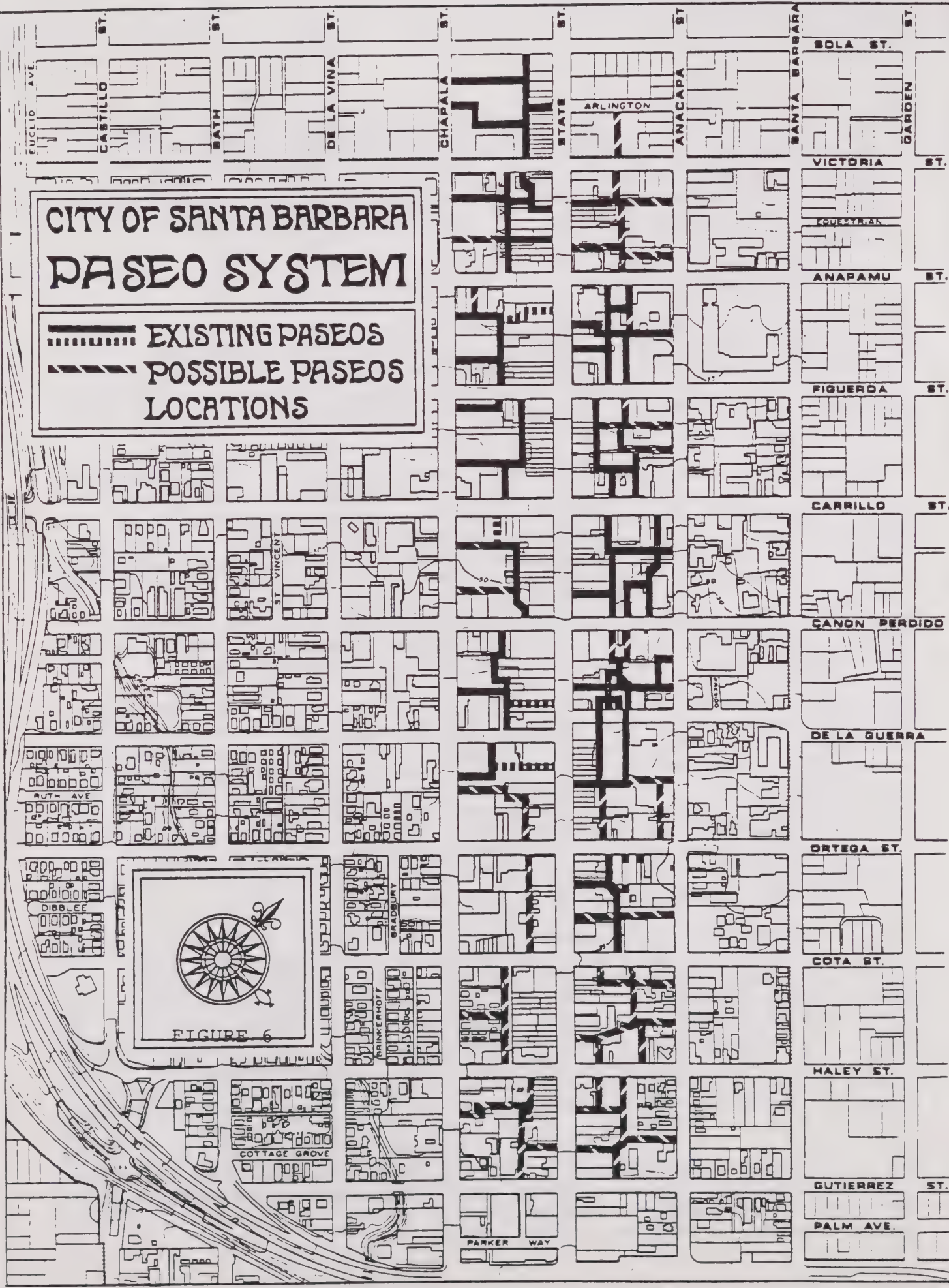
The paseo concept also should be expanded to include other areas of the City, such as the Outer State Street area, where opportunities exist to link major shopping and office areas. The City should encourage reciprocal agreements between property owners in this area to allow free-flowing pedestrian movement and reduce the necessity for shoppers to drive from one shopping center to another, thereby reducing automobile trips. The Waterfront Area Design Guidelines, part of the Local Coastal Program, also identify the need for paseos in the Ambassador area and recommend that new development provide paseos where appropriate.

The City also provides pedestrian amenities along the State Street Downtown Plaza, which runs from Victoria to Cota Streets with expansion underway on the 400 and 500 blocks of State Street. These amenities include benches, phone booths, trees, widened sidewalks, and fountains, with paseo access to nearby parking lots. Plans call for eventual expansion of the Plaza to Stearns Wharf. To date, no public restrooms have been constructed, although space for one is located in a parking lot in the 600 block of State Street; construction will be considered as funding permits.

In 1977, the City initiated a project to remove curb barriers to the handicapped. Present state regulation requires construction of handicapped ramps at each corner of street intersections and where pedestrian walkways cross curbs.

CITY OF SANTA BARBARA PASEO SYSTEM

 EXISTING PASEOS
 POSSIBLE PASEOS
 LOCATIONS



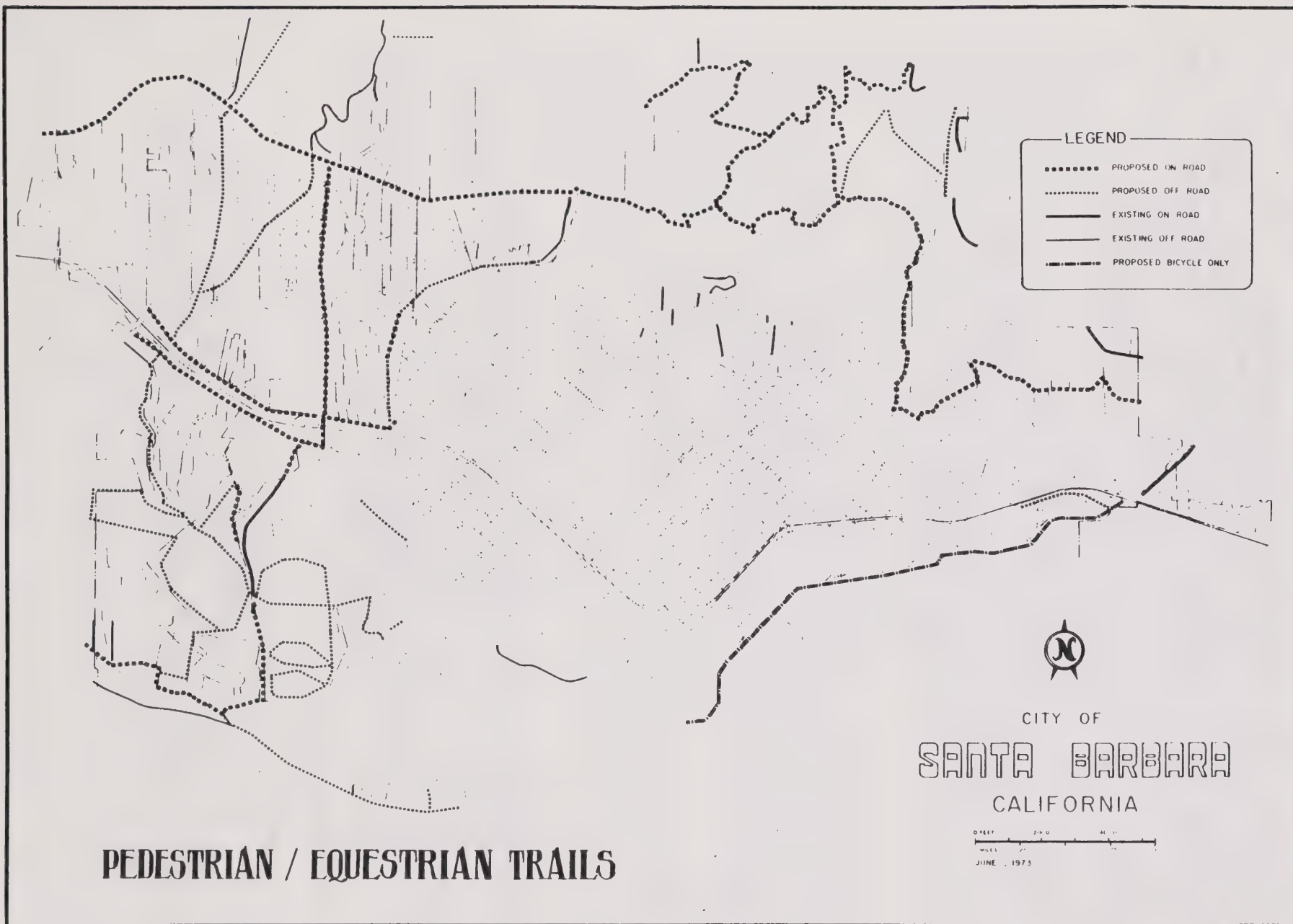


FIGURE 7

4.4 SHUTTLE/PEOPLE MOVER

The Downtown shuttle/people mover program stems from a 1974 report, Santa Barbara's Central City--Choices For The Future, which noted that the retail and commercial area could benefit from mass transit providing internal circulation. In addition, one of the major goals of the Central City Redevelopment Plan is to provide a fast, efficient and convenient transit system linking the State Street business corridor with recreational and peripheral parking facilities and other mass transit facilities (see Figure 6).

Although no funds for the people mover are currently available, the shuttle has been in place since 1985. During the weekday morning and afternoon peak hours, this system brings employees from parking lots on the periphery of the business district to their work places downtown. Between peak hours, the shuttle traverses the 10-block shopping district of State Street, with more frequent service during the midday hours.

Benefits of the shuttle system include a reduction in auto movement from one parking lot to another within the principal shopping area between Ortega and Sola Streets; increased business from local employees, who use the system to gain access to local services; and the opportunity to shuttle employees and shoppers to and from peripheral parking facilities, as discussed in the Transportation Management Program. Expanded shuttle service could provide a direct link between the Waterfront recreational areas and Downtown, thus encouraging movement between shopping, business and tourist activities.

4.5 REGIONAL BUS SYSTEM

The Greyhound Bus Line is the only regional bus service located in Santa Barbara; it provides approximately 50 runs per day. Greyhound meets additional demand for service by using standby buses. Ridership has generally decreased over the last ten years.

The Greyhound bus terminal is located downtown, directly adjacent to the MTD station, which facilitates transfers onto the local transit system. The present terminal, however, does not provide long-term parking or sufficient storage area for buses.

4.6 AIR TRANSPORTATION

The Santa Barbara Municipal Airport is located in the Goleta Valley, four miles west of the City. The airport facilitates both private aviation and commercial flights. The number of commercial airlines serving the airport, the frequency of daily departures, and passenger volumes have fluctuated greatly since deregulation of the airline industry.

4.7 RAIL TRANSPORTATION

Amtrak's Coast Starlight line provides passenger rail service from Santa Barbara to northern and southern coast locations. Annual Amtrak ridership has risen considerably since 1970, especially after the 1973 oil embargo, and has presently stabilized. A new express route between Santa Barbara and San Diego is expected to begin in 1988.

The Santa Barbara Amtrak Depot, bounded by State Street, Chapala Street, and the railroad tracks, is in an ideal location, close to oceanfront visitor accommodations and the Central Business District. However, present Depot facilities need improvements. The Depot building, built in 1905, is deteriorating due to lack of maintenance, and parking is limited in the poorly-maintained lot. A private development of the Depot and surrounding areas is planned which should address these problems.

4.8 WATER TRANSPORTATION

The Santa Barbara Harbor serves both the commercial fishing industry and recreational boaters as well as others who enjoy the waterfront atmosphere. Facilities for commercial fishing, storage areas, and retail and recreational activities are located in the harbor. The demand for harbor slips far outnumbers the supply and there is a waiting list, primarily of recreational boaters.

The demand for harbor parking and day-use facilities outstrips the physical capacities of the harbor; this is especially true of conflicts between commercial and recreational interests. Increasing recreational opportunities reduces available facilities for commercial enterprises and vice-versa.

The Local Coastal Plan discusses the harbor, its problems and opportunities. The LCP policies address future expansion of the harbor facilities, including construction of a breakwater east of Stearns Wharf to eliminate sand intrusion into the harbor area and to provide facilities for the commercial fishing industry. The LCP policies consider the harbor/wharf complex and its associated recreational facilities as the highest priority land use in the Waterfront area.

5. SAFETY

The transportation, generation and storage of hazardous materials are a growing source of concern to communities across the country. In Santa Barbara, projected increases in transportation of hazardous materials and a May 1984 accident have heightened concerns over hazardous materials regulation and over local capabilities to respond to a serious accident.

5.1 HAZARDOUS MATERIALS TRANSPORT

The State of California Motor Vehicle Code, beginning with Section 31300, governs transport of hazardous materials. The California Highway Patrol enforces these regulations on state highways and local police and fire departments oversee compliance elsewhere. The majority of tank trucks transporting hazardous materials travel via U.S. 101; until recently, some used State Highway 154 as an alternative. This option has been outlawed for safety reasons. Traffic signals on U.S. 101 contribute to the area's accident rate, which is higher than that of an equivalent unsignalized freeway. Some freeway travelers in the unsignalized area do not expect the queues of cars stopped by traffic lights and often cannot brake quickly enough to avoid an accident. Completion of the Crosstown Freeway, scheduled for the early 1990s, would alleviate the need for signals on the freeway and would decrease the potential for a hazardous materials accident on U.S. 101.

There are two major destinations for hazardous materials in Santa Barbara County. One is the Casmalia disposal site in the northern part of the county, which has been receiving increased shipments since the closing of many hazardous disposal sites, including BKK landfill in West Covina, near Los Angeles.

Vandenberg Air Force Base (VAFB) is the other major receiver of hazardous materials in the area. Tank trucks from the Los Angeles area carry rocket fuel to VAFB through Santa Barbara on Highway 101; with projected increases in activity at space and defense programs, shipments will increase. Space shuttle launches may begin in the early 1990s; the Fire Master Plan states that, in the 84-hour period prior to the launch of a space shuttle, 114 truckloads of highly explosive, toxic rocket fuel will be delivered to VAFB from the south. There have been no problems to date with fuel shipments to Vandenberg, most likely because these shipments occur early in the morning when traffic is relatively light. However, some problems could occur with the disruptions of freeway construction over the next few years. Alternative routes are being discussed at this time.

With the recent increase in oil activity along the Santa Barbara County coast, there is greater need to co-ordinate with Santa Barbara County on oil related issues. The oil activity will result in an increase of trucks hauling volatile natural gases and oil byproducts. Co-ordination with the County is also necessary to address transportation issues in the Airport area.

Additional recommendations call for obtaining better information about hazardous materials shipments; mutual aid contracts with other emergency response agencies; coordination with transportation and communication agencies for evacuation plans; and increased training and materials for emergency response teams.

5.2 EMERGENCY RESPONSE CAPABILITY

The Santa Barbara Fire Department, in conjunction with fire departments in Montecito and Carpinteria, sponsors a Hazardous Materials Response team to control accidents in southern Santa Barbara County. The team's members are trained to identify, neutralize, contain, and clean up hazardous materials spills as rapidly as possible. The team's vehicle is equipped with a computer and communications devices to assist in these procedures.

GOALS AND POLICIES

GOALS OF THE COMPREHENSIVE TRANSPORTATION PROGRAM

All future transportation programs shall be geared toward providing a coordinated, congestion-free, safe, convenient and aesthetically pleasing circulation system for the movement of people and goods. To accomplish this overall goal and avoid additional congestion of streets caused by increases in traffic, emphasis shall be placed on alternative transportation modes and efforts to use more efficiently the existing facilities through street improvements.

The implementation of this overall goal shall be through the adoption of the following specific goals for the Circulation Element:

- o Street circulation system - To develop an efficient street circulation system that is capable of accommodating a reasonable level of increase in future traffic, with priority given to providing a visually attractive street system sensitive to environmental constraints.
- o Parking - To ensure the provision of an adequate supply of private and public offstreet parking to meet local needs and minimize congestion on arterial streets.
- o Alternative transportation modes - To encourage, and where appropriate require the use of alternative transportation modes, including non-motorized modes, through every means available and with equal emphasis to that accorded street circulation improvements.
- o Safety - To maximize the safety of the transportation system.

The goals and policies of the Circulation Element shall be implemented in coordination with other agencies.

POLICIES OF THE COMPREHENSIVE TRANSPORTATION PROGRAM

The following policies and implementation strategies shall be pursued by the City to ensure that the transportation program is supportive of the goals of this Circulation Element:

Street Circulation System Policies

- 1.1 The City shall maintain physical street design standards and a companion functional classification system, as shown on Figure 2 of this Element, designating the intended use and design of streets in the City. The street standards and functional classification system shall be designed to take into consideration future land uses changes, consistent with the Land Use and other General Plan Elements.

- 1.1-1 The City shall develop, adopt, and implement Street Design Standards which shall be separate from this Element. Such standards shall be reviewed and updated periodically, but not less than once every five (5) years. The Street Design Standards shall define minimum standards for each of the functional street classifications.
- 1.2 The street system shall be developed and maintained to provide adequate levels of accessibility to, and levels of service within, commercial areas. At the same time, the street system shall minimize through travel in residential neighborhoods and the intrusion of through commercial vehicles into noncommercial areas.
- 1.3 Maintenance of acceptable levels of service at City intersections shall be the key criterion for evaluation of new development proposals. The upper limit of the level of service "C" range (maximum volume-to-capacity ratio of 0.80 or no more than 25.0 seconds average stopped delay per vehicle) is defined as the maximum acceptable operating conditions during peak hours at signalized intersections. New developments are only appropriate where they can be implemented without degrading operating conditions at any intersection to below level "C", or where reasonable and enforceable mitigation measures can be implemented by the development to meet these level of service goals.
- 1.3-1 To achieve or maintain the level of service desired by the City in any one area or City-wide, the following strategies may be implemented by the City Council:
 - * Establish or maintain overlay zones with special restrictions including building setbacks, building height limitations, special parking requirements and required review of all or specific types of development by the Planning Commission.
 - * Undertake zoning and land use studies to establish parameters to guide development intensity to reduce anticipated future traffic congestion.
 - * Establish or maintain traffic mitigation fees as a means to collect funds to pay for street improvement projects identified as necessary to improve the existing or future flow of traffic.
 - * Require the dedication of land for new development to accomplish street improvements identified in adopted traffic studies or recommended by the Transportation and Parking Manager.
 - * Investigate the possibility of adopting an ordinance which mandates transportation systems management in new developments.

- 1.4 Reasonable capacity improvements consistent with the level of service goals stated in Policy 1.3 above may not be achievable in certain areas of the City. For that reason, along Outer State Street and at intersections under Caltrans' jurisdiction, the City shall permit intersection operating conditions to reach the upper limit of level of service "D" (maximum volume-to-capacity ration of 0.90 or no more than 40.0 seconds average stopped delay per vehicle).
- 1.5 Street widenings shall only be considered as a mechanism to increase capacity when all alternative means for increasing capacity within the existing roadway cross-section, such as parking prohibitions, have been exhausted.
- 1.6 The City shall ensure that the street system is visually and aesthetically pleasing.
 - 1.6-1 Improvement plans requiring Architectural Board of Review or Landmarks Committee consideration shall be reviewed as to the following:
 - * The addition of street trees shall be included in all improvement projects, where feasible.
 - * Appropriate paving materials shall be considered in El Pueblo Viejo Landmark District and the Brinkerhoff Avenue Landmark District.
 - * Whenever bridges or culverts are proposed, said facilities shall be designed with consideration to their appearance and to compatibility with the surrounding neighborhood.
 - * Where feasible, any new street light standards in El Pueblo Viejo Landmark District shall be designed in accordance with the castings of the historic City street light standards.
 - * If removed, the replacement of stone curbs shall be considered in the improvement plans or such curbs shall be replaced within El Pueblo Viejo Landmark District, where feasible.
 - 1.6-2 Special design guidelines shall be established for all major entrances to the City. Major entrances include, but are not limited to, the following:
 - * State Highway 154 (San Marcos Pass Road) at State Street/U.S. Highway 101/Calle Real.
 - * La Cumbre Road at U.S. Highway 101.
 - * Las Positas Road at U.S. Highway 101.
 - * Mission Street at U.S. Highway 101.
 - * Carrillo Street at U.S. Highway 101.

- * Castillo Street at U.S. Highway 101.
- * Signaled intersections at U.S. Highway 101 as an interim measure, then Garden and State Streets once the Crosstown Freeway is completed.
- * Milpas Street at U.S. Highway 101

- 1.6-3 A list shall be adopted of significant trees which should be maintained and enhanced including, but not limited to, the Italian Stone Pines on East Anapamu Street.
- 1.7 The City shall support construction of the Crosstown Freeway and the widening of Highway 101 to a six-lane freeway in order to accommodate projected increases in travel demand.
- 1.8 The City's arterial street system shall be managed so as to ensure accessibility to/from the freeway and encourage through traffic to use the freeway.
- 1.9 The City shall work cooperatively with Caltrans and other agencies to achieve the Street Circulation System Policies, particularly where it relates to Earl Warren Showgrounds, the Airport, UCSB and Santa Barbara Community College.

Parking Policies

- 2.1 The City shall ensure that new developments, including those projects that involve a change of use, provide for adequate offstreet parking to satisfy their parking demands that are unmet by other parking programs. In reviewing parking requirements, structures designated as Landmarks or Structures of Merit shall be given special consideration and individualized Transportation System Management programs shall be an option. The City shall also ensure that the developments provide for the implementation of programs to encourage the use of alternative modes of transportation.
- 2.1-1 The Parking Ordinance shall be amended to reflect that regulations governing the number of offstreet parking spaces shall be applicable to any change to a more intense use and to allow for a reduction in the amount of required parking for consolidated parking facilities.
- 2.1-2 The Parking Ordinance shall be reviewed at least every five (5) years by the Public Works and Community Development Departments to determine if the standards are adequately meeting parking demand.
- 2.1-3 Offstreet parking in excess of the requirements outlined in the parking regulations may be required upon the recommendation of the Transportation and Parking Manager.
- 2.1-4 Modification and variance requests to reduce offstreet parking requirements shall be reviewed by the Transportation and Parking Manager to consider the impacts on the onstreet parking supply.

2.2 The City shall continue to pursue the development of public parking facilities.

2.2-1 The existing surface public parking lots in the Downtown area shall be considered for decking as a first priority rather than expanding parking facilities outside the Central Business District, except pursuant to the development of peripheral employee/shuttle lots as recommended in the Transportation Management Plan.

2.2-2 The City shall pursue the development and establishment, where feasible, of public parking facilities in the following areas, and shall develop operational policies to maximize the use of the lots by short-term parkers:

- o Lower State Street
- o Waterfront Area
- o Brinkerhoff Area
- o Haley/Milpas Area

2.3 Onstreet parking shall be removed from all primary arterials when determined necessary by the City Transportation and Parking Manager to eliminate safety conflicts, increase capacity or further the implementation of other policies contained in this Element. On primary arterials, the movement of traffic is of higher priority than the provision of onstreet parking.

2.4 For streets other than primary arterials, parking may also be removed when necessary to further the implementation of other policies contained in the Element. The removal of onstreet parking shall be evaluated in terms of its usage by adjacent properties and the availability of alternative nearby offstreet parking facilities. All modes of transportation shall be afforded equal weight when evaluating the use of an existing parking lane for an alternative use, such as for a through travel lane, a bicycle lane or transit stop.

2.4-1 The Traffic and Parking Manager shall serve as a technical advisor in the review of onstreet parking removal from other than primary arterial streets. In considering such removal, the engineer should determine if the safety conflict or the need to remove the space outweighs the need for the space by adjacent properties and whether such parking can be replaced in nearby parking facilities.

2.5 The City shall develop comprehensive parking management plans for areas of the City where there are existing or anticipated parking problems, or where there is a need to control parking and/or travel.

2.5-1 City regulations should be amended to allow the construction of temporary parking facilities in non-residential areas.

- 2.5-2 The City shall encourage, or require where feasible, joint use agreements or easements between adjacent properties for the purpose of providing consolidated parking facilities, access driveways or curb cuts.
- 2.5-3 The City shall continue to implement the Residential Permit Parking program - where conditions warrant.

Alternative Transportation Policies

- 3.1 The City shall facilitate the use of the bicycle as a significant mode of transportation in the City.
 - 3.1-1 Facilities for bicycle travel shall be incorporated into all street development/improvement plans where bikeway systems are specified in the adopted Bikeway Master Plan, where existing bikeway systems are in place and where new bikeway systems are determined to be feasible through the development review process.
 - 3.1-2 Capital Improvement Program priorities as related to bicycle transportation systems shall be directed toward the east-west bicycle lanes in the Central Business District.
 - 3.1-3 Emphasis for the development of new bicycle lanes shall be directed towards connecting existing and proposed onstreet and offstreet bicycle lanes.
 - 3.1-4 A bicycle lane maintenance program shall be established. Such program will include debris removal and the repair of existing facilities to maintain a riding surface in conformance with State guidelines.
 - 3.1-5 The City shall continue to coordinate with the County in planning, construction and maintenance of bicycle facilities.
 - 3.1-6 Bicycle activated traffic signal detectors shall be installed along all bicycle lanes. Whenever signal systems are installed or replaced, traffic signal detector loops will be sensitive to bicycles.
 - 3.1-7 The City shall coordinate with Caltrans and pursue the development of a safe and convenient bicycle crossing across U.S. Highway 101 to complete the Westside Bikeway.
 - 3.1-8 Guidelines shall be developed to establish the extent and feasibility of bicycle incentives to be applied for various types and sizes of projects. These guidelines shall include, but not be limited to the following:
 - * Shower facilities and lockers for new commercial developments.
 - * For multiple-family residential development, lockable, enclosed bicycle parking shall be provided for each unit.

- 3.1-9 The City, in coordination with other agencies, shall develop and implement a program of bicycle education, bicycle safety training, and bicycle registration.
- 3.2 The City shall provide for a safe and convenient circulation system for pedestrians which is also accessible to handicapped, elderly and blind individuals.
- 3.2-1 Establish the Paseo system in the Downtown Area as an officially recognized circulation route, and in other areas, including:
- * The development of conceptual designs and guidelines for new paseos.
 - * The establishment of protective mechanisms (land acquisitions, historic designations, easements, private development cooperation and development controls) for the paseo system.
- 3.2-2 The development of a paseo system shall be encouraged for the Ambassador area of West Beach in accordance with the Waterfront Area Design Guidelines.
- 3.2-3 Where appropriate, street furniture, landscaping, and meandering sidewalks shall be provided.
- 3.2-4 New construction, whether private or public, should include sidewalks, landscaping and other facilities to promote pedestrian activity, consistent with the policies contained in the Street Design Guidelines.
- 3.2-5 The City's Five Year Capital Improvement program shall include a program which specifically addresses the construction and improvement of pedestrian amenities.
- 3.2-6 The City shall insure that private and public developments as well as capital improvements are designed to accommodate the elderly, the handicapped, the disabled, and the blind. In so doing, the City shall adhere to the policies adopted in Title 24 of the State Architects Code.
- 3.2-7 The development of a paseo system in the Outer State Street area shall be encouraged.
- 3.3 The City shall encourage the coordination of public and private transportation modes in a coordinated and efficient transportation system.
- 3.3-1 The City shall continue to investigate and encourage the development of a centralized transportation center.
- 3.3-2 The City shall participate with MTD in an amenity program to encourage the use of public transportation which may include attractive waiting areas and shelters, route and schedule information, covered lockable bicycle parking, and park and ride stations.

- 3.3-3 The construction of bus turnouts and the continuation of the policy to allow buses to make turning movements normally prohibited shall be encouraged.
- 3.3-4 The City shall require the dedication of right-of-way for bus turnouts as a condition of development approval where necessary.
- 3.3-5 Shuttle system(s) for shoppers, visitors and others shall be encouraged for the Central Business District and other appropriate areas.
- 3.3-6 The MTD should be encouraged to expand its service through route expansion, the addition of more peak hour service, specialized fare and discount programs and additional service for the disabled.
- 3.3-7 The Greyhound Bus Line should be encouraged to relocate its terminal to adequately meet present and future needs.
- 3.3-8 Appropriate tour bus routes and parking should be established.
- 3.3-9 The City should continue the employee shuttle bus service to the peripheral parking lots and the Central Business District.
- 3.3-10 Support the development of dial-a-ride, jitney or share-a-ride services in areas and in manners which do not conflict with other services. Consider establishing a procedure to comprehensively manage these services through the Transportation Division.
- 3.3-11 The City should continue to support programs and policies which maintain or expand the level of passenger rail and bus service. Such policies should include maintaining vehicle access to the depot from State Street and insuring that adequate depot and passenger parking is maintained pursuant to any long range plan or development plan for the depot site. Bus service shall be considered in any development in the vicinity of the Depot.
- 3.3-12 The City should continue to work with MTD to maintain and increase bus service to the Airport.
- 3.4 The City shall encourage an aggressive ride sharing program and other mechanisms to reduce dependence on single-occupant automobiles as a primary transportation mode.
 - 3.4-1 City employees will be provided incentives and encouraged to participate in ride sharing programs.
 - 3.4-2 The City shall pursue the establishment of van/car pool priority parking as well as actively promote the advantages and cost savings of van/car pooling as a means to encourage van/car pooling among commuters.

- 3.4-3 The advantages of adjustable and flexible work hours should be promoted as a means of encouraging alternative transportation.
- 3.4-4 The City shall require that out-of-town advertising sponsored by Community Promotion Funds promote the use of public forms of transportation to and in the City.
- 3.4-5 As a condition of development approval for visitor serving uses, the City shall require that literature and information about local public transportation be made available to visitors.
- 3.5 The City shall work co-operatively with other agencies to increase the use of alternative transportation modes.

Transportation Safety Policies

- 4.1 Safety considerations shall be of the highest priority in the design and maintenance of the circulation system for all modes of transportation.
 - 4.1-1 Parking, access to abutting properties, and convenience shall all be considered as secondary when public safety necessitates street improvements.
- 4.2 The transportation system shall be developed and maintained to ensure adequate emergency access to all portions of the City.
 - 4.2-1 Secondary access shall be required for all subdivisions approved within the City.
- 4.3 The City shall facilitate the safe, efficient and expedient transportation of hazardous materials through the City on designated routes.
 - 4.3-1 The City Fire and Police Departments shall coordinate with the County Fire and Sheriff Departments in the designation of routes and enforcement of materials routing ordinances and laws, with U.S. 101 as the primary designated route.
 - 4.3-2 Develop and adopt a hazardous materials routing ordinance prohibiting the transportation of some or all such materials through the City limits when adverse road conditions exist. Carriers of such materials shall be prohibited from using routes other than those designated.
 - 4.3-3 The City Fire Department shall continue to monitor and record the daily flow of hazardous materials through the City.
 - 4.3-4 Encourage the Federal Railway Administration and the State Public Utilities Commission to perform regular inspections of railroad and railbed equipment and to fund and establish a comprehensive maintenance program.

7. REFERENCES

Air Quality Maintenance Plan
Airport Master Plan EIR
Arroyo Pacifica and Cypress Point EIRs
Calle Canon EIR
Capital Improvements Program
Census Data 1980
Commuter Patterns (Regional Growth Impacts Study)
County Circulation Element
Crosstown Freeway EIS
Downtown Cumulative Traffic EIR
Downtown Retail Expansion Traffic and Parking Study (DRETPS)
Downtown Retail Revitalization - Paseo Nuevo EIR
El Presidio de Santa Barbara State Historic Park General Plan
Foothill Road Widening EIR
Harbor Master Plan
Historic Survey Phase I & II
Hot Springs Road/Highway 101 Study
Las Positas Park EIR
Las Positas/101 EIS
Las Positas Road/Highway 101 Interchange Study
Local Coastal Plan
MTD Plan
Outer State Street Area Cumulative Traffic and Air Quality EIR
Outer State Street Traffic Study
Park Plaza EIR
Parking Sections of Zoning Ordinance

7. REFERENCES (Continued)

Regional Growth Impacts Study

Regional Transportation Implementation Program (RTIP)

Santa Barbara County Transportation Study (SCOTS)

Santa Barbara Research EIR (County)

Santa Barbara Travel Behavior Study (1979)

Scenic Highways Element

Several EIRs

State Transportation Implementation Program (STIP)

Stearns Wharf EIR

Transition Plan for the SBMTD

Transportation Management Implementation Study (TMIS)

Transportation System Management Element

U.C.S.B. Master Plan EIR - Airport

Water Overlap Agreement EIR

Waterfront Area Traffic Study (WATS)

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